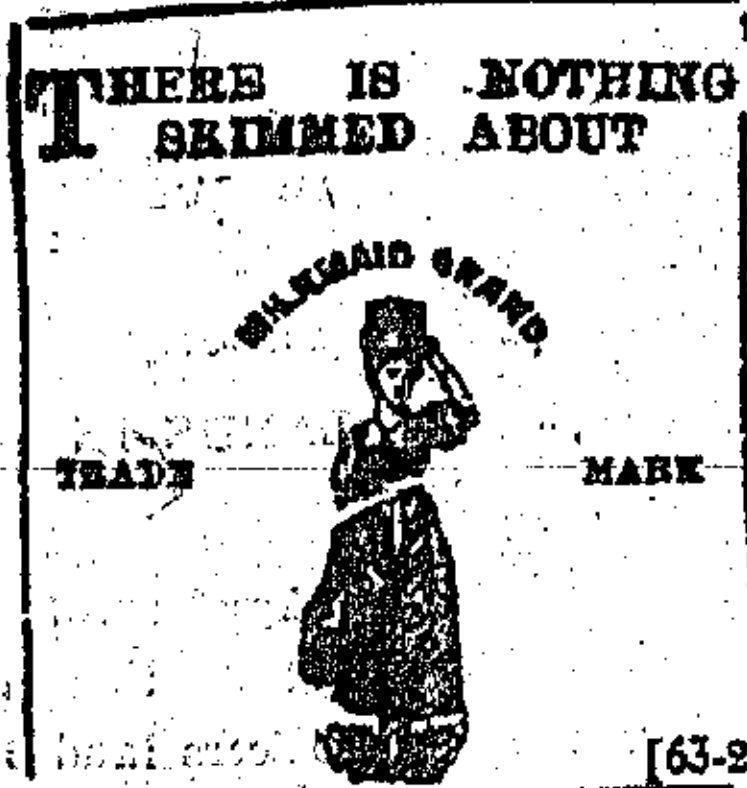




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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, APRIL 24TH, 1913.

Two leaders of the republican movement in China—or perhaps it would be more correct to say one leader and one would-be leader—have recently given the world their views of international politics, particularly as regards China's "independent dependencies." As we have remarked before, Dr. Sun will find few people to agree with him in his opinion that "Russia does not want a desert like Mongolia," as he expressed it to an interviewer in the course of his recent visit to Japan. Dr. Sun went on to explain that, in his opinion, Russia's real objective was India, but to ordinary reasoning there would appear to be a hiatus in his argument connecting Russia's machinations in Mongolia with her designs on India. It is, indeed, difficult to believe that Dr. Sun has been correctly reported for, visionary though he may be, he can scarcely close his eyes to such notorious facts as the Kozlovskiy Mission to Unga and the agreement resulting therefrom. The author of our pronouncement is Mr. HAIN JOU KIA, who came to light a short time ago as the founder of the parliamentary groups in England and other countries for the cultivation of friendly political, commercial, and social relations with the Republic of China. According to the parliamentary correspondent of a London paper, Mr. HAIN made the following statement at an interview: "Our real difficulties are financial and diplomatic. . . . The diplomatic difficulty is with Russia, which seeks Mongolia. If Russia takes Mongolia, England will take Tibet. The process may not even stop there." Mr. HAIN's view of

the situation is certainly more plausible than Dr. Sun's, especially in view of the special interest that Great Britain takes in Tibet. He has, however, failed to perceive the essential difference between Great Britain's policy in Asia and that of Russia, and is probably basing his argument on a false analogy with the events of 1893, when, on Russia's acquisition of Port Arthur, Great Britain secured the lease of Weihaiwei "for so long a period as Port Arthur shall remain in the occupation of Russia." The natural impression is that Great Britain is to demand a counterpoise to every advantage ceded to Russia, but an examination of the Weihaiwei Agreement shows that such was not our ultimate object in that case. The Agreement provides that Chinese vessels of war, whether neutral or otherwise, shall retain the right to use the waters leased to Great Britain, which, apart from the subsequent history of the territory, is fair evidence that the central idea underlying the lease was that Great Britain, although not desiring further territorial expansion at the expense of China, could not run the risk of seeing this important base, commanding the approach to the capital, in the hands of another Power, and is therefore holding it in trust for China. The case of Mongolia and Tibet is parallel to that of Port Arthur and Weihaiwei only in so far that we cannot afford to allow another Power to be in a commanding position in Tibet; the real end is the safeguarding of the Indian frontier, and that end is best served by preserving an independent Tibet as a buffer State rather than by annexing it, for the annexation of Tibet would immediately give us a land frontier continuous with Russia's. While expansion is the keynote of Russia's Asian policy, the salient feature of Great Britain's is the isolation of India and the building up of a ring of buffer States. The people who talk of the annexation of Tibet by Great Britain would do well to remember that on two occasions Great Britain has engaged in war with the Tibetans, and on each occasion the opposition that we have encountered has been, comparatively, so feeble that the annexation of the whole country would have been a simple task; instead of which, on each occasion we contented ourselves with the least possible demand, and then allowed the terms of these Agreements to be ignored or else further whittled down. In 1904 there would have been no direct difficulty in establishing a British administration at Lhasa, and the Tibetans themselves would have welcomed it if it freed them from the thraldom of the lamas; but so far from doing anything of the sort, we did not even demand the right to station a representative there, and to this day are at a disadvantage in this respect as compared with Russia. A further proof of the divergence between Russia's aims with regard to Mongolia and Great Britain's in respect of Tibet is furnished by a comparison of the Kozlovskiy Agreement and Sir JOHN JORDAN'S Notes: the former secures various privileges for Russia; the latter are confined to demanding internal independence for the Tibetans. The old plea of Chinese suzerainty, which used to be assumed or discarded by either party at convenience, will no longer do: we must know definitely who is responsible for the administration of Tibet, and to whom we are to look for the fulfilment of our Treaties with her. Our interest in Tibet is great, and China was, in the early part of the year, given the significant hint that she would be greatly mistaken if she counted on our shrinking from a second expedition to Lhasa. Great, however, as our interests there are, China may, if she will, read from past history that territorial expansion on the northern frontier of India is not one of them.

A case of plague notified yesterday brings up the number notified in the Colony since 1st January to 31.

The directors of the Messageries Maritimes Company have declared a dividend of 10s. per share for 1912 on the preference shares.

The following Admiralty announcement appears in the *London Gazette*:—"Gunner Charles Davidge has been promoted to the rank of Chief Gunner in His Majesty's Fleet, specially for service during the operations in China (1900). Dated Feb. 6, 1913." A long-delayed promotion!

A Paris correspondent reports the death of Dr. Philippe Hahn, a former French Resident in Indo-China, who, after useful work in the navy medical service, settled in Cambodia, where he became the close friend of King Norodom. After the death of the King Dr. Hahn entered the French Colonial service, and for nearly 30 years devoted himself to maintaining the influence of the French in Cambodia.

The passengers and mails carried by the steamer *Hue*, which is stranded at Kwang-chow-wan, were taken off by the Portuguese steamer *American*.

Mr. E. J. Van Delden, acting Manager of the Netherlands India Commercial Bank in Hongkong, accompanied by Mrs. Van Delden, left by the *Tokohama Maru* en route for Home, via Siberia, on a year's leave.

A small outbreak of fire took place in a house in Chatham Road, Hungghom. A lamp fell and ignited the mosquito curtains, but the police and the inmates quickly put out the fire before much damage was done.

We reproduce on page 6 a chapter of the interesting treatise entitled "A Constitutional President" referred to in yesterday's leading article. It will be all the more interesting to local readers when we mention that common report in Peking attributes the authorship to Sir Francis Piggott.

Mr. H. D. C. Jones, one of the London managers of the Hongkong and Shanghai Banking Corporation, has returned to his duties in the London office. Mr. Jones was seriously ill with typhoid fever at Biarritz, following which he had an attack of pleuro-pneumonia, the two illnesses lasting between three and four months. He is now well recovering his strength.

The retirement of Sir Percy Scott, remarks a London paper, will be greatly regretted in the China Squadron—the home of modern gunnery. It was in the China Squadron that the possibilities of naval gunnery were first demonstrated, and during his connection with the squadron Sir Percy worked out many theories which he afterwards put into practice, to the everlasting benefit of the fleet.

Mr. Ernest Hearl, of the Naval Ordnance Department, leaves by the *Kamo Maru* to-day for Home via America, after a residence in the Colony extending over 12 years. Mr. Hearl has prominently identified himself with the Wanchai Wesleyan Church, and as Superintendent of the Sunday School for several years has rendered valuable service. He is also a noted rifle shot. His many friends have presented him with tangible tokens of their esteem and goodwill during the past week, and besides numerous private gifts, he was the recipient of a silver rose-bowl from the European staff and a silver tea set from the Chinese staff of the Naval Ordnance Department, a silver cream bowl from the European staff of the Army Ordnance, a silver casket from friends at the Wesleyan Church, a silver epergne from the Dockyard Recreation Club, and a silver biscuit basket from the Wesleyan Sunday School.

THE NEW GOVERNOR OF MACAO.

Our Macao correspondent informs us that Senor Freitas Ribeiro, now Harbour Master at Macao, has been appointed Governor of the Colony.

Senor Mansilha, who is returning to the Colony as Colonial Secretary, left Lisbon on the 12th inst., and is expected to reach Macao about the middle of May.

THE MACAO OPIUM FARM.

The *Boletim Oficial* of Macao notifies that by direction of the Government at Lisbon the existing contract for the Opium Farm has been cancelled, as from July 31st next—two years before the contract date. The sum paid to the Government by the present farmers is \$150,000 per annum, and our correspondent at Macao understands that the Government has received an offer of \$400,000 per annum for the farm.

THE TENNIS TOURNAMENT.

The following matches were decided yesterday—

In the second round of the Doubles Handicap, C. E. H. Beavis and R. D. Stewart beat Capt. Tracey and H. R. Phillips, 3-6, 7-5, 6-2.

In the Class A singles, A. C. E. Elborough beat Capt. Crawford, 6-1, 6-3, and Dr. Aubrey defeated Capt. James, 6-3, 6-1, in the third round.

J. MacPherson beat D. E. Clark, 6-0, 6-1, in the semi-final of the Class B Singles.

TO-DAY MATCHES.

In the third round of the Doubles Handicap H. A. Nisbet and F. Maitland (owe 30) play C. E. H. Beavis and R. D. Stewart (owe 2/6).

In the Professional Pairs H. Hancock and E. Ormiston play R. F. C. Master and G. A. Hastings.

In the Championship Singles Captain Atkins plays J. B. Penman.

THE NEW BRITISH FLAGSHIP.

The battleship *Triumph*—sister to the *Swiftsure*, which is to be sent out to the East Indies as flagship there—is to be sent to China as flagship of the China Squadron. There will thus be three modern battleships in the Far East and the Pacific, the other being the *Australia*, the flagship of the new Australian Fleet.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH BUDGET.

THE CHANCELLOR'S SPEECH.

THE GREAT PROSPERITY OF TRADE.

LONDON, April 23rd.

Mr. Lloyd George in his Budget statement said that the past year had been one of the most prosperous ever known. Every industry was humming, and the tide of affluent trade was so high that it overwhelmed the three serious obstacles—the coal strike, the bad harvest, and the Balkan war. The stamp duties, which reflected trade more accurately than any other duty, showed a large increase in every branch.

HUGE EXPENDITURE.

The revenue last year exceeded the estimates by £1,600,000, but the supplementary estimates for the Fleet, doctors under the Insurance Act, and the advance to Uganda amounted to £4,871,000. Nevertheless, owing to savings and under-spending, the whole had been met from revenue. The estimated expenditure for 1913-14 would be £196,640,000. This startling figure was due to the growth of armaments, and he saw no prospect of a decrease unless there was a fundamental change in the policy of nations.

NO NEW TAXES.

He announced that no new taxes were proposed. Continuing, he said they had to find this year an additional £7,500,000, of which roughly £2,100,000 would be obtained from arrears of taxation. The trouble in the near East, while not diminishing activity in the workshop, was retarding orders and was disquieting to business men, but the general feeling was that peace would soon be restored. There were no indications that the trade boom had reached a climax and there was no sign of over-production.

A PLEASING ASSUMPTION.

His forecasts were based on the assumption that they were entering upon the most glowing year that British trade had ever seen. He anticipated increases amounting to £2,565,000 from customs and excise, including tea, sugar, spirits, beer and tobacco; £1,500,000 from death duties; £1,144,000 from income tax, and £1,450,000 from the Post Office. But there were certain miscellaneous decreases which left him still £815,000 short. He proposed to take £1,000,000 from the Exchequer balances deposited owing to non-spending on the Navy, and thus the total revenue would be £195,825,000. Consequently there would be no new taxation. He pointed to the success of the spirit duty, which at the same time, in the last four years had caused a decrease in consumption amounting to 28,000,000 gallons. The coal strike had cost £350,000.

WHAT THE GOVERNMENT HAS ACCOMPLISHED.

In conclusion, he said that by the end of the year the Government would have reduced the National Debt by £102,000,000, thus saving £2,000,000 in interest. They had reduced the taxes on food by £5,000,000 and on small incomes by £2,500,000; they had provided £12,000,000 more for national defence, and £20,000,000 for the aged and sick. Trade was at its best, unemployment at its lowest, and profits at their highest.

EFFECTS OF THE BALKAN WAR.

He based his estimates of revenue on the unanimous opinion of business men. The disquieting feature was the trouble in the East, which though it had not hitherto diminished the activity of the workshops, had had a most retarding effect on new orders. Business men were waiting eventualities before launching out. He was informed that there was an unusual hoarding of cash on the Continent. France, Germany and Russia had hoarded sixty millions sterling from fear that something would happen. That created a stringency of money greater than in the United Kingdom. The question was whether the orders to workshops would last until confidence was restored and new orders came in.

THE DEBATE.

Mr. Austen Chamberlain said he viewed with anxiety the manner in which these good times were being spent every penny we got and mortgaging every penny of future income, and not creating a reserve against possible bad times.

Sir A. Mond (L) regretted the retention of the Sugar Tax, which was a great blot on the Party which set its face against Food Taxes.

LOBBY VIEWS.

In the Lobby the views on the Budget are favourable, especially on account of the absence of contentious new proposals, though the Unionists are inclined to think the receipts over-estimated.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

GREEKS v. BULGARIANS.

THREATENED STRUGGLE FOR SALONIKA.

LONDON, April 23rd.

The *Daily Chronicle's* correspondent at Salonika (Mr. M. H. Donohoe) states that the Greeks are mobilising every available soldier to defend Salonika against a possible Bulgarian attack. They are occupying a new strategic front from Salonika to Orfano, and the Bulgarians are concentrating in the neighbourhood of Drama. There are now 90,000 troops facing the Greeks. A Serbian force is ready to support them, and they are assembling on the Gueugui Railway to the north of Salonika and on the right bank of the Vardar.

MONTENEGRINS ENTER SKUTARI.

It is officially stated that the Montenegrins attacked Skutari on Monday night. The battle raged throughout the night, and two Turkish posts were captured at the point of the bayonet.

The Turks made a counter-attack on the following morning, but were repulsed. The fall of Skutari is imminent.

LATER.

It is officially stated in Cetinje that the victorious Montenegrins have entered Skutari.

FEARED MASSACRE OF ALBANIANS.

A message from Vienna states that the official Press urges the blockading Fleet to land troops immediately to prevent a massacre of Albanians in Skutari.

PEACE PROSPECTS.

Reuter states that the Allies' reply to the Powers has created a favourable impression, and diplomats in London hope that a basis will be reached, upon which a lasting peace will speedily be established.

THE CALIFORNIAN ANTI-ALIEN LEGISLATION.

INTERVENTION OF THE PRESIDENT.

LONDON, April 23rd.

A message from Washington says that President Wilson has telegraphed Governor Johnson, of California, suggesting that if it is necessary to exclude aliens from land ownership it should be done without discrimination. He believes the people and the legislators of California will generously respond when the matter is presented to them as a question of national policy and honour.

Governor Johnson, in reply, says that he has transmitted a copy of the despatch to both Houses of the Californian Legislature, and he assures President Wilson of their hearty co-operation with the National Government. If any Act was passed it should be of a general character, relating to those who were ineligible for citizenship, and the language to be employed should be that which precedent sanctioned in existing Statutes on the subject. Only that should be done which was within the province of the State, and without intended offence or invidious discrimination.

BYE-ELECTION AT SHREWSBURY.

LONDON, April 23rd.

In the bye-election at Shrewsbury, necessitated by the demise of Sir Clement Hill, Mr. Lloyd has been nominated as Unionist candidate and Mr. Morris as Independent. The Liberals have decided not to contest the seat.

NAVAL GUN TESTS.

LONDON, April 23rd.

The gun-laying tests for the Navy for 1912 resulted in the Mediterranean Fleet coming first with heavy guns, claiming an average of 108. Australia was second with 102, the First Battle Squadron third with 99, the East Indies fourth with 94, China fifth with 92, and the Cape ninth with 77.

The new 13-in. guns had a larger proportion of hits than any other heavy weapon.

Jones (who has been asked to take pot luck): I say, does your wife know I'm coming? Brown (gleefully): No. You see, we had a bit of a row this morning, and I want to pay her out.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GERMAN BIPLANE LANDS IN FRANCE.

LONDON, April 23rd.

A message from Nancy states that a biplane with two German officers landed at 7.45 a.m. on Tuesday northward of Arracourt near Luneville. Capt. De Wall, who is in charge of the biplane, explains that they left Darmstadt and proceeded towards Metz, but a shortage of petrol compelled them to descend. They believed that they were still in German territory.

A message from Paris states that France, while admitting that the landing was unavoidable, has made representations to Germany with regard to the inconvenience caused by the repeated and regrettable landings and asks that measures be taken to prevent them in future. The *Norddeutsche Zeitung* (Berlin) states that the German Government has already taken measures to prevent landings by German aircraft in France. Negotiations with France are now proceeding with a view to an agreement regulating aerial navigation.

THE WEST AUSTRALIAN LOAN.

LONDON, April 23rd.

The underwriters have been saddled with 87 per cent. of the West Australian loan. It is quoted at 2 per cent. discount.

THE BELGIAN STRIKE.

LONDON, April 23rd.

A motion was introduced in the Belgian Chamber of Deputies expressing the hope that electoral reform would be passed and condemning the general strike.

The Socialists said the first part was a step forward, and suggested the dividing of the resolution in two.

This was done, and the electoral reform portion was adopted unanimously, and the condemnation of the strike was carried by 229 votes to 124.

THE ROYAL TOUR IN ENGLAND.

LONDON, April 23rd.

Their Majesties received a splendid ovation on visiting the Potteries. There were beautiful decorations in honour of the occasion, and the brilliant sunshine added to the splendour of the scene. The King and Queen enjoyed the children's Maypole dance in a garden in one of the suburbs.

OBITUARIES.

LONDON, April 23rd.

The following obituaries are announced:—

Lord Gorell of Brampton, a former President of the Probate, Divorce and Admiralty Division of the English High Court of Justice.

Alexander Harvey, formerly Professor of International Law in Peking University.

Colonel John Wyndham Dawkins, who has been A.A. and Q.M.G. at Malta since 1911.

THE ENGLISH TURF.

GREAT METROPOLITAN STAKES.

LONDON, April 23rd.

The race for the Great Metropolitan Stakes at Epsom resulted:—

Anney 1
Golden Rock 2
Winthorpe 3

Won by two lengths, four lengths separating second and third. Nineteen ran.

Betting: 7 to 1 against Anney, 20 to 1 against Golden Rock, and 3 to 1 against Winthorpe.

CITY AND SUBURBAN.

The probable starters in the City and Suburban Handicap at Epsom are:—Long Set (Higgs), Hope (Donoghue), Eton Boy (Saxby), Jaeger (Walter Griggs), Limon (Sharpe), Lorenzo (Whalley), Tuxedo (W. Huxley), Mordred (Smith), Drimmore (Cheshire), Dalmatian (C. Foy), Hallberg (Robbins), Thistleton (E. Huxley), Outram (R. Stokes), Absolute (Duckley), Swansong (Plant), Agapanthus (Prout). The mounts for Cigar, Junior, Short Grass and Misfit are not announced yet.

The betting, at midnight, for the City and Suburban Handicap is as follows:—100-14 Tuxedo; 100-12 Lorenzo; 100-8 Thistleton; 100-7 Bachelor's Hope, and Junior; 100-6 Limon and Hallberg; 20-1 Long Set; 25-1 Outram and Misfit; 28-1 Mordred; 100-3 Shortgrass and Eton Boy; 40-1 Cigar and Dalmatian; 50-1 Absolute.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12.
Telegraphic Address: Pusan.
Codes: A.D.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

THE NORWICH UNION FIRE INSURANCE SOCIETY, LTD.
MARINE DEPARTMENT.

THE Undersigned having been Appointed AGENTS for the Marine Business of the above Society are prepared to ACCEPT RISKS at Current Rates.
DAVID SASSOON & Co., Ltd.
Hongkong, 23rd April, 1913. [603]

For SHANGHAI.

THE P. & O. S. N. Co.'s Steamship.

"CHINA."
Captain C. H. S. Toogood, R.N., will leave for Shanghai TO-DAY, 24th inst., at 10 a.m.
For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 23rd April, 1913. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 p.m. the 24th inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 23rd April, 1913. [14]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHINA."
Arrived Hongkong on 23rd April, 1913,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Mooltan."
From Persian Gulf, ex s.s. M. I. S. N. and B. P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 23rd April, 1913. [1]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS, HONGKONG.

A Paper will be read by Engineer Commander G. W. ROOME, R.N. (Member), TO-MORROW (FRIDAY), 25th April, 1913, in the Institute, at 9.15 p.m.
Subject: "THE DIESEL ENGINE."
Members and their Friends are invited to attend.

R. B. WOOD,
Secretary.
Hongkong, 22nd April, 1913. [602]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT here to renew her APPEAL to the Ladies and Gentlemen of Hongkong for the small GIFTS of CLOTH-OF-GARMENTS and WORN-OUT CLOTHES to the Convent. Of late, there has been an appreciable falling-off in the periodical collections of old and second-hand Materials received at the Convent. The Superiress feels confident that she has but to urge the pressing and daily increasing needs of the Convent in its provision for the poor, to receive benevolent responses from local residents. The change of Season calls for change of Garments for the Orphan Children. If residents will kindly realize the great help they can render by sending such of their Dress Materials as are no longer any use to them, the little Children will be suitably provided with Clothes they are so much in need of.

ITALIAN CONVENT,
Hongkong, 18th April, 1913. [592]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small nauties handled and specially low rates quoted for large quantities.

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of this Company, St. George's Building, Victoria, Hongkong, on SATURDAY, the 26th day of APRIL, 1913, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 26th April, both days inclusive.

BY ORDER OF THE BOARD OF DIRECTORS.
Hongkong, 17th April, 1913. [585]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that the TWENTY-FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, on SATURDAY, the 3rd May, 1913, at 12 o'clock noon, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December, 1912, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 3rd May, 1913, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th April, 1913. [581]

THE HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that a Final Call of \$3.00 per Share has been made on the Share Capital of the Company, and that same is Payable to the Company's Bankers (THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong), on or before 15th May, 1913.

BRADLEY & Co., Ltd.,
General Managers.
Hongkong, 3rd April, 1913. [594]

NOTICE.

THE CHINA FIRE INSURANCE CO., LIMITED.

THE CERTIFICATE, No. 4297, dated 25th March, 1895, for Ten Shares, Nos. 6786 to 6795, in this Company, standing in the name of Mr. Wai Jie Shing of Hankow, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming another Certificate will be issued by the Company and thereafter no other will be acknowledged.
C. PEMBERTON,
Secretary.
Hongkong, 22nd April, 1913. [601]

WANTED.

WANTED.

CAPABLE STENOGRAPHER and TYPIST.

Apply to—
Care of "Daily Press" Office.
Hongkong, 21st April, 1913. [595]

WANTED.

COMPRADE WANTED, by a Mercantile Firm: a Good Man with Knowledge of Hongkong Import Business. State experience and what Security.
Apply to—
"A. D. G."
Care of "Daily Press" Office.
Hongkong, 21st April, 1913. [596]

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the lotting by Public Auction Sale, to be held on MONDAY, the 28th day of April, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Tai Ping Shan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Locality	Boundary Measurement (Approximate)	Contents in Acres	Area in Acres	Annual Rent	Upset Price
1	Between Plover Lane and Sand Bay	100 feet by 100 feet	1.00	1.00	4,000 about	11,500
2	Between Plover Lane and Sand Bay	100 feet by 100 feet	1.00	1.00	4,000 about	11,500
3	Between Plover Lane and Sand Bay	100 feet by 100 feet	1.00	1.00	4,000 about	11,500
4	Between Plover Lane and Sand Bay	100 feet by 100 feet	1.00	1.00	4,000 about	11,500
5	Between Plover Lane and Sand Bay	100 feet by 100 feet	1.00	1.00	4,000 about	11,500

FOR SALE.

AS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.
Apply—
MANAGER,
"Hongkong Daily Press Office"
Hongkong, 13th March, 1912

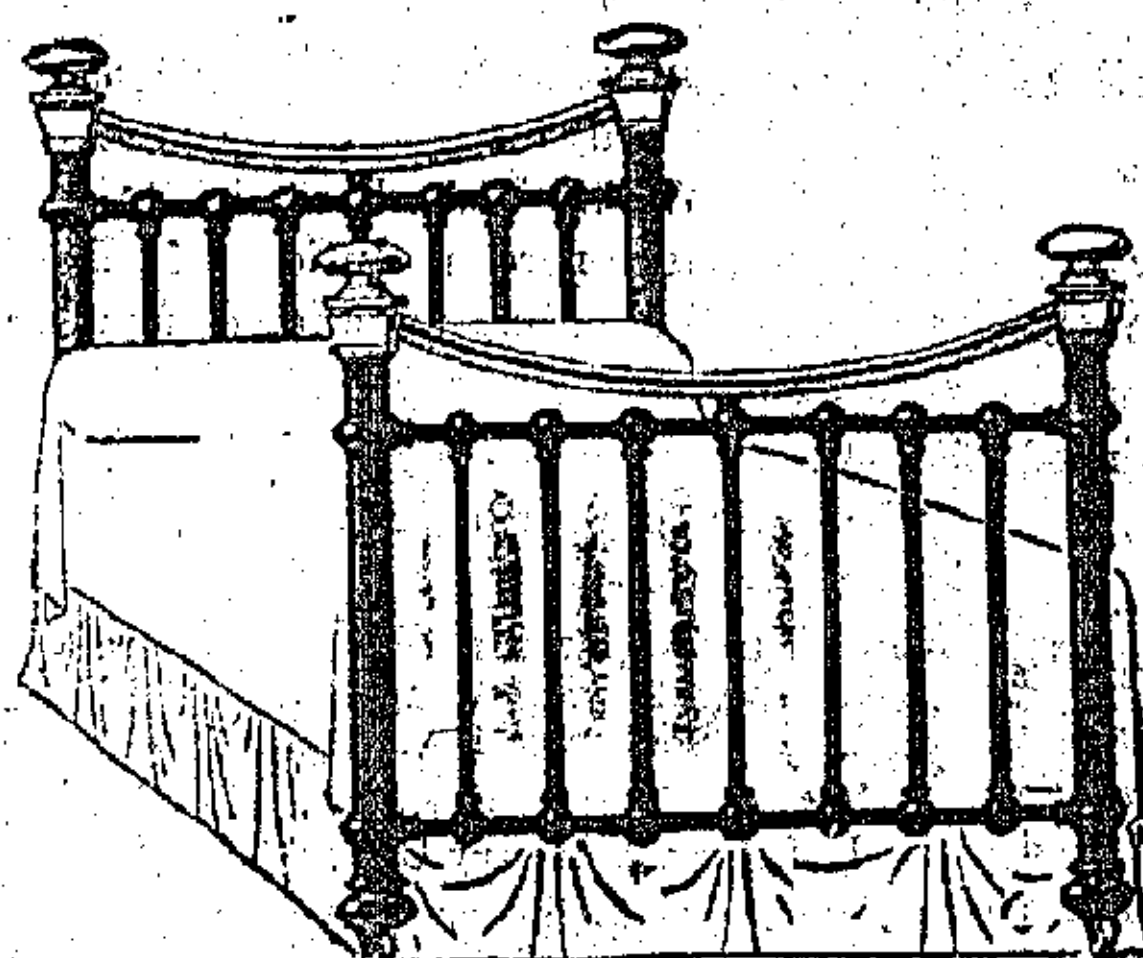
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LANE,
CRAWFORD & Co.

TELEPHONE 97.

NOW SHOWING

FRENCH BEDSTEADS



THIS PATTERN

BLACK AND BRASS

WITH 2 INCH PILLARS

SIZE

5 ft. by 6 ft. 6 in.

\$60.00

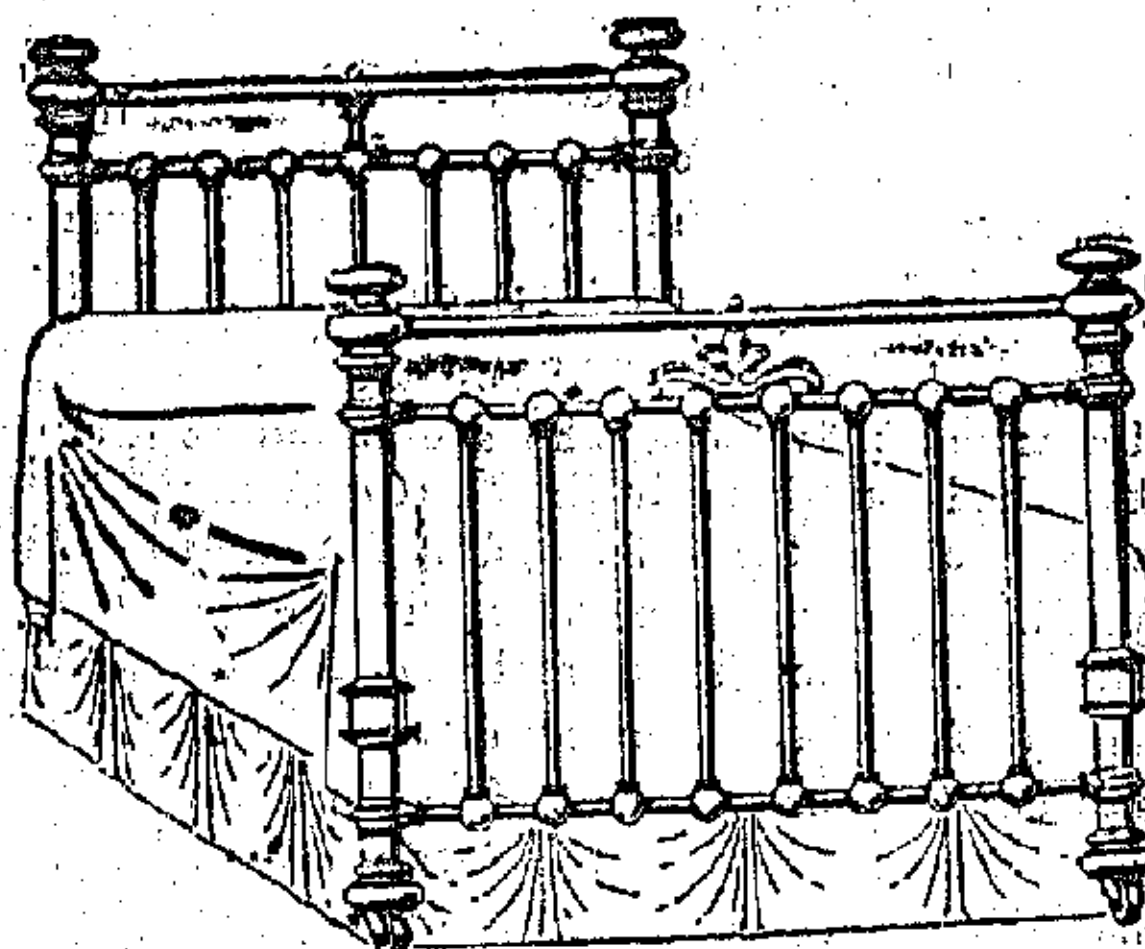
THIS PATTERN

WHITE AND BRASS

WITH 1 1/2 INCH PILLARS

SAME SIZE

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LANE, CRAWFORD & CO.

YOST
TYPEWRITERS

LATEST MODEL No. 20.

VISIBLE Writing, Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA,

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HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Undertaken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch. Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central, (First Floor).
Telephone No. 650.
Hongkong, 3rd March, 1913. [397]

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET,

GREAT DEMAND FOR LONG WAIST BRECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

14, Queen's Road Central

Corner of Zetland Street.

Hongkong, 14th April, 1913. [45]

ON SALE

AT THE

HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE

DAIRY FARM CO., LTD.

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.
Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[529]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers

BANKS

NEDERLANDSCH-INDISCHE
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (21,250,000)
Paid-up Capital FL 14,905,350 (21,242,112)
Reserve Fund FL 5,022,161.27 (24,185,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DRAGONS BANK.

SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 23rd April, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000
Subscribed ... 1,125,000
Paid up ... 562,500
Reserve Fund ... 415,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Yokohama.

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND,
LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts of 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,
Manager.
Hongkong, 18th March, 1913. [909]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... 1,125,000
STRAITS ... \$1,500,000 at 2/- \$15,000,000
SILVER ... \$17,200,000

RESERVE LIABILITIES OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. C. H. Ho, Chairman.
C. H. Ho, Esq., Deputy Chairman.

G. E. Ireland, Esq., W. L. Patterson, Esq.,
G. S. Gubbay, Esq., J. A. Finnamore, Esq.,
P. H. Holyoak, Esq., Hon. Mr. E. Shollin,
G. R. Laurence, Esq., H. A. Slob, Esq.,
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.

MANAGERS:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 10th April, 1913. [18]

THE SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 10,000,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Hankow, Hongkong, Kobe, London, San Francisco, Lyons, Shanghai, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Hongkong, 31st March, 1913. [445]

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,250,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Foochow, Keelung, Swatow, Tainan, Taipei, Tamsui, Nagasaki, Tokyo, Yokohama.

HONGKONG OFFICE,
3, DES VEAUX ROAD.

Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [1279]

ENTERTAINMENT

B I J O U

9.15 P.M.—PROGRAMME—9.15 P.M.

Special "A B" Comic.

A JEALOUS HUSBAND

A STUDY IN DIPLOMACY (Comic).

LOSING HIS TEMPER.

A TRIP ON THE BRIDGE (Comic).

NEWS OF THE DAY

(Pathé Gazette and Gaumont Graphic).

MISS VIOLET BONETTA

(The Popular Spectator).

MATINEES

SATURDAY, 4.15, and SUNDAY, 6 P.M.

FRIDAY, May 2nd,

COMPLIMENTARY BANQUET

TO

MR. R. H. STEPHENSON.

Hongkong, 23rd April, 1913. [61]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,700,000
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"A CONSTITUTIONAL PRESIDENT"

[BY "HUA-FENG LAO JEN."]

VETO AND DISSOLUTION.

A Constitution is the Charter of the People's Liberties, but it is something else; it is the instrument of government, for government is one of the means whereby those liberties are protected. If, therefore, the Constitution does not work smoothly in all its parts the machine will get out of gear and government become impossible. Still following out the train of ideas suggested in my last letter I now propose to make good the assertion that the power of veto and the right to dissolve Parliament must be vested in the President, because they are essential to a perfectly constructed machine of government; may "a fact be likened to its brakes, which in the good machine must be strong, durable, and of finest temper."

I shall first consider the veto under English constitutional practice. Although laws are passed by King, Lords, and Commons, the King's share is limited to assenting in the old Norman formula "La Reyle veult." But if he may assent, he may also dissent, that is, exercise the veto; for the law of the Constitution is not that he must assent. Yet so great a hold has convention obtained in England that the veto is always described as obsolete, because the power has not been exercised since the accession of the House of Hanover. I think the sounder view is that its disuse is the direct result of party government; for if a bill has been passed by a Government majority to veto it would indicate a conflict between the King and his Ministers; and if it has been carried by the vote of the Opposition the veto would lay the seeds of a dispute between the King and his future Ministers, for the defeated Government would probably resign. This is the normal practice. But new times have brought with them new Parliamentary manners; and it is conceivable that subjects may be found, like female suffrage, which shall so divide both the Government and the Opposition that rank confusion of parties will reign in the lobbies. One is therefore inevitably tempted to enquire whether the old doctrine which so depended on the maintenance of party lines still remains intact. It may be remembered that in a recent discussion on a far more important question a whisper was heard, indignantly hushed by the other party, that the veto might be resorted to.

Now it is no more possible in a Republic than it is in a Monarchy to imagine legislation which is not assented to by the President; but no Constitution would provide that he must assent. On the face of it, therefore, the power of veto should be granted to the President in China.

It will be interesting to see how the Constitutions of the two great Republics deal with the matter.

In the United States, a bill after it has passed both Houses is presented to the President, who must either sign it, within when it must be reconsidered; then if it is passed in its original form by two-thirds of each House it becomes law and the veto is exhausted.

In France, the President promulgates laws within a month of their passing the Chambers; but during that period he has the right, stating his reasons, to demand that any law be reconsidered, "which demand cannot be refused." The law is silent as to whether the veto may be again exercised if the bill is re-passed; but it seems probable that the power would be interpreted as suspensive and not absolute.

The American provision is more precise and therefore the more scientific of the two, and I think furnishes a model which may be safely adopted in China. The suspensive veto seems to me a valuable power, for it enables the President to consider any measure far removed from the heat of Parliamentary discussion, and to suspend it, if in his calm judgment he deems it hasty or ill-advised. It seems clear that so soon as the power of veto is expressed in a written formula, unless Congress has relegated it to the limbo of obsolescence, it is intended to impose a real duty on the President. The constitutionalism of France, however, approaches very nearly to that of England, and I believe I am right in saying that the veto has never been used. But in the United States, our eminently practical cousins have treated the veto as a very real check on the legislative activities of Congress. The last occasion on which it was exercised was by President Taft a few months ago in connection with the Immigration Bill. But it has frequently been resorted to, and the power is considered by Americans to be very much alive. Now in the States, where political strife runs higher and politicians use larger language than in the more sedate countries of Europe, the existence of this power does not tempt. He owes his position to having stood firmly on that most risky thing, a political "platform" (political "platforms" are often as hastily put together as the ordinary wooden structures from which they take their name). The ebb and flow of political principles engender waves of tumultuous political feeling; and the biennial system of Parliamentary life may give power first to a Republican then to a Democratic Parliament, during a President's four years of office. A Republican President has the power to veto all Democratic measures; a Democratic President to veto all Republican measures. The temptation is great; I might almost go to the length of saying that the extremists of his own party, who have put him in office, expect him to do so. Yet I believe I am right in saying that although cases have been yielded to, the nation as a whole has never yet repented of a decision of its father to give this power to the President; has never recanted, except perhaps momentarily, its exercise; is satisfied—I must at once use an expression to show what I am driving at—that the power is used "constitutionally" and not arbitrarily; that the veto is used but not abused. The best proof of this is that no desire has been

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Hongkong, 19th April, 1913. [590]

largely expressed that the Constitution should be amended by withdrawing this power.

Is there, then, any reason why the power of veto should not be vested in the President of the Chinese Republic? I see none, provided that the American model be adopted. I see no reason to suppose that the President will not exercise his calm judgment before using his power; and this, after all, is the essence of "constitutionalism." Moreover, as the political atmosphere is not, at least as yet, so charged with party cries in China as in the United States, and the construction of political "platforms" has not yet become a recognised industry, he will not be faced with the same temptation as the American President. It is not then mere optimism which leads me to believe that this power will be exercised constitutionally. My belief is based rather on this; that there is a human instinct, not based on self-preservation only, which comes to wise men who are set in authority, leading them to keep the machine of Government in good working order; and which restrains them from "pressing" it beyond the limits of safety, or from testing its powers under the influence of pure caprice.

But it is clear that the power of veto, which stops or delays the action of the machine in one direction only, is closely allied to the larger right to dissolve Parliament, which brings it to a standstill altogether. This power of dissolution I now proceed to consider.

It is necessary first, as in the case of the veto, to understand exactly what dissolution means in other countries; and I shall invite my readers once more to turn their attention to the constitutional practice of England. Dissolution of Parliament is a prerogative of the Sovereign, exercised up to the time of George III. by the King himself, but now only on the advice of his Ministers. It is in theory an appeal by the King from the Parliament to the people; and if any readers will remember what party Government means in England, and how completely the parliamentary machine is under the control of one of the two great parties, they will appreciate the meaning of Professor Dicey's remark, that this appeal "is allowable or necessary whenever the wishes of the Legislature are, or may fairly be presumed to be, different from the wishes of the nation"; therefore "a Ministry placed in a minority by a vote of the Commons have, in accordance with accepted doctrines, a right to demand a dissolution of Parliament." Thus, although dissolution is still the personal act of the King, it is the Ministry, availing itself of the prerogative, and not the King, appealing from Parliament to the people. The dispute between the King and Parliament has given place to a dispute between the two parties in Parliament, and an appeal to the people to settle it. This is constitutional party Government in its highest form.

In the United States no such power exists; but having regard to the reason of the thing, it is really unnecessary. For

the House of Representatives is re-elected every two years; and, quoting once more from Professor Dicey, this in itself "makes it certain that in the long run the sentiment of the Legislature will harmonise with the feeling of the people." The necessity for vesting this power in the President in China would seem therefore, if we adopt the English constitutional view of the matter, to depend on the duration of the Chinese Parliament. The trouble involved in elections is so great that I think it may be assumed that biennial Parliaments are not likely to be adopted; and undoubtedly two years is the extreme limit for the above explanation of the American practice to work. There will not, therefore, be in China this automatic appeal from Parliament to the people. Further, it must be assumed that the time is not yet ripe for the development of party Government and the Cabinet system. We therefore appear to be in presence of the bare fact, that a dissolution will mean an appeal from the President to the people against the Parliament. But the more statement of this fact contains in itself the promise of constitutionalism; for if there is an appeal to the people it would seem to follow that the President will accept their verdict. But this somewhat begs the question in issue; and before we gather this fruit from the tree of constitutional knowledge some analysis of motive is necessary.

There may arise at least three main causes for a dissolution. Either Parliament will have continuously rejected the measures of the Government, or it will have refused to ratify some great question of policy, as of war; or the President will have continuously vetoed the measures passed by Parliament, and deadlocks have become imminent. In other words, Parliament and the President are not only not working harmoniously, but there is a great cause of quarrel between them. An appeal to the people is the only remedy, and the President would be constitutionally right in dissolving Parliament, which must be followed by a general election. If the people are in a general election, the President will favour of a new Parliament which will cease to thwart that policy, and the President will stand justified by the voice of the people. But suppose the new Parliament to be of the same opinion as the last. Then if it were a question of war, quite apart from the fact that the Constitution will probably provide that a declaration of war must be approved by the Assemblies, it is not conceivable that the President would order the troops to prepare for battle and, as the saying goes, "cross the frontier." But in the case of measures or policy, it is conceivable that the President would re-introduce the measures or continue the policy. If they were again rejected; either he must abandon them or he must again dissolve Parliament. The process repeated, and the old dispute to arise, it is inconceivable that the President should continue stubborn, for Government would then become impossible. He must therefore either yield or resign; and in either case the

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WEATHER REPORT.

On the 23rd at 11.25 a.m.—Pressure has increased sharply over central and N. China, the depression having moved rapidly towards Vladivostok, deepening considerably.

Pressure is nearly stationary in southern districts. A shallow depression remains over Indo-China.

Moderate E. winds are indicated over the northern portion of the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District	Forecast
Hongkong & Neighbourhood	N.E. winds, freshening.
Formosa Channel	The same as Hongkong and Lamooka. No. 1.
South coast of China between (The same as Hongkong and Lamooka.)	No. 1.
South coast of China between (The same as Hongkong and Lamooka.)	No. 1.
E. winds, moderate; fair.	

CHINA COAST METEOROLOGICAL REGISTER.

23rd April 1913, A.M.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Vladivostok	7a	29.25	43	20	N.W.	2	o
Nankai	6a	29.22	42	20	N.W.	2	o
Yokohama	7a	29.21	41	20	N.W.	2	o
Kobe	7a	29.20	40	20	N.W.	2	o
Kiushu	7a	29.19	39	20	N.W.	2	o
Nagasaki	7a	29.18	38	20	N.W.	2	o
Kagoshima	7a	29.17	37	20	N.W.	2	o
Oshima	7a	29.16	36	20	N.W.	2	o
Naha	7a	29.15	35	20	N.W.	2	o
Ishijima	7a	29.14	34	20	N.W.	2	o
Bonin Is.	7a	29.13	33	20	N.W.	2	o
Chetoo	7a	29.12	32	20	N.W.	2	o
Wei-hai-wei	7a	29.11	31	20	N.W.	2	o
Hankow	7a	29.10	30	20	N.W.	2	o
Kiangsu	7a	29.09	29	20	N.W.	2	o
Shanghai	7a	29.08	28	20	N.W.	2	o
Chungking	7a	29.07	27	20	N.W.	2	o
Yunnan	7a	29.06	26	20	N.W.	2	o
Guangzhou	7a	29.05	25	20	N.W.	2	o
Amoy	7a	29.04	24	20	N.W.	2	o
Swatow	7a	29.03	23	20	N.W.	2	o
Taihu	7a	29.02	22	20	N.W.	2	o
Taiwan	7a	29.01	21	20	N.W.	2	o
Korea	7a	29.00	20	20	N.W.	2	o
Pescadore	7a	28.99	19	20	N.W.	2	o
Canton	7a	28.98	18	20	N.W.	2	o
Hongkong	7a	28.97	17	20	N.W.	2	o
Gay Hook	7a	28.96	16	20	N.W.	2	o
Macao	7a	28.95	15	20	N.W.	2	o
Wuchow	7a	28.94	14	20	N.W.	2	o
Shanghai	7a	28.93	13	20	N.W.	2	o
Pakhoi	7a	28.92	12	20	N.W.	2	o
Penang	7a	28.91	11	20	N.W.	2	o
Port Swettenham	7a	28.90	10	20	N.W.	2	o
C. S. James	7a	28.89	9	20	N.W.	2	o
Amoy	7a	28.88	8	20	N.W.	2	o
Swatow	7a	28.87	7	20	N.W.	2	o
Taihu	7a	28.86	6	20	N.W.	2	o
Taiwan	7a	28.85	5	20	N.W.	2	o
Korea	7a	28.84	4	20	N.W.	2	o
Pescadore	7a	28.83	3	20	N.W.	2	o
Canton	7a	28.82	2	20	N.W.	2	o
Hongkong	7a	28.81	1	20	N.W.	2	o
Gay Hook	7a	28.80	0	20	N.W.	2	o
Macao	7a	28.79	-1	20	N.W.	2	o
Wuchow	7a	28.78	-2	20	N.W.	2	o
Shanghai	7a	28.77	-3	20	N.W.	2	o
Pakhoi	7a	28.76	-4	20	N.W.	2	o
Penang	7a	28.75	-5	20	N.W.	2	o
Port Swettenham	7a	28.74	-6	20	N.W.	2	o
C. S. James	7a	28.73	-7	20	N.W.	2	o
Amoy	7a	28.72	-8	20	N.W.	2	o
Swatow	7a	28.71	-9	20	N.W.	2	o
Taihu	7a	28.70	-10	20	N.W.	2	o
Taiwan	7a	28.69	-11	20	N.W.	2	o
Korea	7a	28.68	-12	20	N.W.	2	o
Pescadore	7a	28.67	-13	20	N.W.	2	o
Canton	7a	28.66	-14	20	N.W.	2	o
Hongkong	7a	28.65	-15	20	N.W.	2	o
Gay Hook	7a	28.64	-16	20	N.W.	2	o
Macao	7a	28.63	-17	20	N.W.	2	o
Wuchow	7a	28.62	-18	20	N.W.	2	o
Shanghai	7a	28.61	-19	20	N.W.	2	o
Pakhoi	7a	28.60	-20	20	N.W.	2	o
Penang	7a	28.59	-21	20	N.W.	2	o
Port Swettenham	7a	28.58	-22	20	N.W.	2	o
C. S. James	7a	28.57	-23	20	N.W.	2	o
Amoy	7a	28.56	-24	20	N.W.	2	o
Swatow	7a	28.55	-25	20	N.W.	2	o
Taihu	7a	28.54	-26	20	N.W.	2	o
Taiwan	7a	28.53	-27	20	N.W.	2	o
Korea	7a	28.52	-28	20	N.W.	2	o
Pescadore	7a	28.51	-29	20	N.W.	2	o
Canton	7a	28.50	-30	20	N.W.	2	o
Hongkong	7a	28.49	-31	20	N.W.	2	o
Gay Hook	7a	28.48	-32	20	N.W.	2	o
Macao	7a	28.47	-33	20	N.W.	2	o
Wuchow	7a	28.46	-34	20	N.W.	2	o
Shanghai	7a	28.45	-35	20	N.W.	2	o
Pakhoi	7a	28.44	-36	20	N.W.	2	o
Penang	7a	28.43	-37	20	N.W.	2	o
Port Swettenham	7a	28.42	-38	20	N.W.	2	o
C. S. James	7a	28.41	-39	20	N.W.	2	o
Amoy	7a	28.40	-40	20	N.W.	2	o
Swatow	7a	28.39	-41	20	N.W.	2	o
Taihu	7a	28.38	-42	20	N.W.	2	o
Taiwan	7a	28.37	-43	20	N.W.	2	o
Korea	7a	28.36	-44	20	N.W.	2	o
Pescadore	7a	28.35	-45	20	N.W.	2	o
Canton	7a	28.34	-46	20	N.W.	2	o
Hongkong	7a	28.33	-47	20	N.W.	2	o
Gay Hook	7a	28.32	-48	20	N.W.	2	o
Macao	7a	28.31	-49	20	N.W.	2	o
Wuchow	7a	28.30	-50	20	N.W.	2	o
Shanghai	7a	28.29	-51	20	N.W.	2	o
Pakhoi	7a	28.28	-52	20	N.W.	2	o
Penang	7a	28.27	-53	20	N.W.	2	o
Port Swettenham	7a	28.26	-54	20	N.W.	2	o
C. S. James	7a	28.25	-55	20	N.W.	2	o
Amoy	7a	28.24	-56	20	N.W.	2	o
Swatow	7a	28.23	-57	20	N.W.	2	o
Taihu	7a	28.22	-58	20	N.W.	2	o
Taiwan	7a	28.21	-59	20	N.W.	2	o
Korea	7a	28.20	-60	20	N.W.	2	o
Pescadore	7a	28.19	-61	20	N.W.	2	o
Canton	7a	28.18	-62	20	N.W.	2	o
Hongkong	7a	28.17	-63	20	N.W.	2	o
Gay Hook	7a	28.16	-64	20	N.W.	2	o
Macao	7a	28.15	-65	20	N.W.	2	o
Wuchow	7a	28.14	-66	20	N.W.	2	o
Shanghai	7a	28.13	-67	20	N.W.	2	o
Pakhoi	7a	28.12	-68	20	N.W.	2	o
Penang	7a	28.11	-69	20	N.W.	2	o
Port Swettenham	7a	28.10	-70	20	N.W.	2	o
C. S. James	7a	28.09	-71	20	N.W.	2	o
Amoy	7a	28.08	-72	20	N.W.	2	o
Swatow	7a	28.07	-73	20	N.W.	2	o
Taihu	7a	28.06	-74	20	N.W.	2	o
Taiwan	7a	28.05	-75	20	N.W.	2	o
Korea	7a	28.04	-76	20	N.W.	2	o
Pescadore	7a	28.03	-77	20	N.W.	2	o
Canton	7a	28.02	-78	20	N.W.	2	o
Hongkong	7a	28.01	-79	20	N.W.	2	o
Gay Hook	7a	28.00	-80	20	N.W.	2	o
Macao	7a	27.99	-81	20	N.W.	2	o
Wuchow	7a	27.98	-82	20	N.W.	2	o
Shanghai	7a	27.97	-83	20	N.W.	2	o
Pakhoi	7a	27.96	-84	20	N.W.	2	o
Penang	7a	27.95	-85	20	N.W.	2	o
Port Swettenham	7a	27.94	-86	20	N.W.	2	o
C. S. James	7a	27.93	-87	20	N.W.	2	o
Amoy	7a	27.92	-88	20	N.W.	2	o
Swatow	7a	27.91	-89	20	N.W.	2	o
Taihu	7a	27.90	-90	20	N.W.	2	o
Taiwan	7a	27.89	-91	20	N.W.	2	o
Korea	7a	27.88	-92	20	N.W.	2	o
Pescadore	7a	27.87	-93	20	N.W.	2	o
Canton	7a	27.86	-94	20	N.W.	2	o
Hongkong	7a	27.85	-95	20	N.W.	2	o
Gay Hook	7a	27.84	-96	20	N.W.	2	o
Macao	7a	27.83	-97	20	N.W.	2	o
Wuchow	7a	27.82	-98	20	N.W.	2	o
Shanghai	7a	27.81	-99	20	N.W.	2	o
Pakhoi	7a	27.80	-100	20	N.W.	2	o

T. F. CLAXTON, Director.

Hongkong Observatory, 23rd April, 1913.

1 Barometer, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

3 Direction of Wind, to two points.

4 Force of Wind, according to Beaufort Scale.

5 State of Sky, in blue sky, a detached cloud, a drizzling rain, a fog, a gloomy, a hail, a lightning, a overcast, a passing shower, a squall, a snow, a thunder, a visibility, a wet (wet).

6 Rain, in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 23rd

Previous On Date On Da.
Day at 2 p.m. 6 a.m. 2 p.m.

Barometer 29.85 29.88 29.84
Temperature 82 71 77
Humidity 85 90 78
Wind Direction SW East East
Force 2 2 3
Weather qd c c
Rain 0.0 0.0 0.0

Highest open air Temperature on 22nd... 83
Lowest open air Temperature on 22nd... 71

SCIENTIFIC MISCELLANY.

PAPER FROM A NEW SOURCE.

The development of a great manufacturing industry in the Egyptian Sudan is a dream that may be near realization. The vast mass of sodd, or water plants, clogging up the upper portion of the White Nile is a great store of vegetable fibre, and a commercial means of utilizing this waste has been impatiently awaited. Two or three years ago fuel briquets from it were found to be practicable. It seemed a good material for more valuable pulp, but attempts to bleach this failed, and chloride of lime, the most promising bleaching agent, destroyed the fibre. A late experiment is now reported to have given successful bleaching in an electrolytically treated solution of common salt, or chloride of sodium. In five hours this solution turned the pulp to a light cream colour, in eight hours to a creamy white, and in twenty hours to a white suitable for high-grade paper. The fibre proved to be unattacked and of great strength. With sodd fuel and salt from the Red Sea, the necessary materials for making pulp are readily available, and the chief remaining difficulty—that of bleaching having been conquered—seems to be the transporting of the product of the tropic factories.

NIGHT-GROWING COTTON.

Egypt is a land of paradoxes to the farmer. W. L. Balls reports that the cotton-plant grows chiefly at night, as the severe loss of water in regulating internal temperature causes a suspension of the growth during sunshine. Any cause of increased night temperature hastens the development of the crop. A night breeze sometimes raises the temperature, and warms the plant, but this motion of the air at the same time cools the grower and adds to his comfort.

GERMAN POWER PROSPECT.

Electric plants of 10,000,000 horsepower, including 8,000,000 for railroads, will be the early need of North Germany, as estimated by M. Bartol. There is little hydraulic power, but it is declared that the part of this part of the country will supply all power demands for 250 years.

A PROMISING ENGINE.

The novel gear engine of Charles H. Clark has shown greater economy in action than reciprocating engines and multi-stage turbines of like power. It is simply a pair of small spur gears with their intermeshing point enclosed between two steam chambers, the whole being contained in a close-fitting outer casing. Steam being admitted from one chamber it expands and can only escape from the inner enclosure by propelling the teeth of the gear wheels. The motion is reversed by substituting steam from the other chamber. The success of this engine where others of like kind have failed is attributed chiefly to the design of the inner enclosure, which directs the expanding steam against the teeth, and, covering the meshing of the gears only, does not interfere with the escape through the space in the outer casing to the exhaust. The tests at Columbia University and at railway power stations have brought favourable reports. A machine delivering fifty brake-horsepower showed very low weight and floor-space per horse-power, gave speed variable over a wide range, operated under load without vibration up to 4,000 revolutions per minute, and was readily reversed, running equally well in either direction. Duplication of the parts in a multi-stage gear engine seemed to promise further economy.

AN INDUSTRY PLANNED FOR ITS BY-PRODUCT. The separation of potash from feldspar as a by-product of ferro-silicon manufacture has been a subject of experiments at Gothenburg by a Swedish engineer. The feldspar is electrically smelted with coal and iron, and a considerable quantity of potash manure salts has been produced at the experimental works. The economic success of the large factory proposed seems to depend upon finding a profitable market for a large quantity of the main product.

STRIDULATING FLIES. The mysterious humming heard in midsummer in some places is attributed by Dr. E. E. Green, an English naturalist, to gnat-like flies. While bicycling in Ceylon, he heard a loud sound at first thought to be due to running machinery, but he soon ran into an immense swarm of tiny flies, which were making the noise, and, as he believes, by true str

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONGTO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.PROPOSED SAILINGS.
From Hongkong: 26th April. Connecting with "ELLERIC" 14th May.
From Colombo: 14th May.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest freight transport from the ORIENT to SOUTH AFRICA.PROPOSED SAILINGS.
S.S. "DUNERIC" June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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BRITISH INDIA S. N. CO., LTD.**A P C A R LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "THONGWA," 6298 tons, Captain O. N. Robins, will be despatched
to SHANGHAI, KOBE & MOJI, on 1st May.
S.S. "TORILIA," 5205 tons, Capt. C. J. Swanson, R.N.R., will be despatched for
YOKOHAMA, KOBE & MOJI on 8th May.**WESTWARD.**S.S. "ARRATON APCAR," 4450 tons, Capt. W. Walker, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 7th May.
S.S. "JELUNGA," 5806 tons, Captain Sullivan, will be despatched
as above on 12th May.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 22nd April, 1913.

AGENTS.

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**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	From HONGKONG calling at
MONGOLIA 50 tons, twin screws.		SHANGHAI, NAGASAKI,
ANCHURIA 50 tons, twin screws.		KOBE (via Inland Sea),
KOREA 50 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 50 tons, twin screws.		LULU (the Paradise of the
NILE 11,000 tons.		Pacific) through Service via
CHINA 10,200 tons.	SPEED.	NEW YORK to Europe.
PERIA 9,000 tons.		

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.The Cost: is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	6th May, at 1 P.M.
SIBERIA	18,000	"	TUESDAY	13th May, at 3 P.M.
CHINA	10,200	"	TUESDAY	20th May, at 1 P.M.
ANCHURIA	27,000	"	TUESDAY	3rd June, at 3 P.M.
NILE	11,000	"	TUESDAY	10th June, at 1 P.M.
MONGOLIA	27,000	"	TUESDAY	1st July, at 3 P.M.
PERIA	9,000	"	TUESDAY	8th July, at 1 P.M.
KOREA	18,000	"	TUESDAY	22nd July, at 1 P.M.
SIBERIA	18,000	"	TUESDAY	29th July, at 1 P.M.

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.**HONGKONG-MANILA SERVICE.**

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th May ... CHINA	15th May	3rd May ... CHINA	5th May
3rd June ... NILE	5th June	11th May ... MANCHURIA	13th May
1st July ... PERIA	3rd July	21st June ... PERIA	23rd June
8th July ... CHINA	10th July	19th July ... CHINA	21st July
29th July ... CHINA	31st July	27th July ... MANCHURIA	29th July

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TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

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MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND	MAGELLAN	On 5th May, at 7 A.M.
YOKOHAMA	Capt. Charbonnel	
MARSEILLES, VIA PORTS	AMAZONE	On 6th May, at 1 P.M.
	Capt. Girard	

* SHIPING ON THE CO'S STEAMERS AT COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.**HONGKONG. CANTON. MACAO & PENINSULAR & ORIENTAL****WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 24th April, 1913.
8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."

FRIDAY, 25th April, 1913.

8 a.m. "HONAM."
10 p.m. "KINSHAN."**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 27th April, 1913.

The Company's Steamship

"SUI AN"Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.S.S. "HOLBANG," 457 tons,
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LIN AN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

[51]

AUSTRIAN LLOYD.(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7900 tons, will leave as above on 13th May, at 5 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor,
Stewardess, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £50 1st, £26 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "CHINA," 11,800 tons, will leave as above about 1st May.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6,
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Basel, Calais or Boulogne, Class I £3.15, II £2.1.6.BY SUMMER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.11, II £2.0.9.BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.10.8, II £5.1.6.

TO SHANGHAI.

S.S. "BOHEMIA," 7900 tons, will leave as above on 28th April, at 7 p.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "PERIA," 12,500 tons, will leave as above about 30th April.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,

Hongkong, 24th April, 1913. Prince's Building.

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**SWEDISH EAST ASIATIC
CO., LTD.****GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION STEAMERS TONS DATE OF SAILINGS

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ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO**SCENIC ROUTE****TRANS-PACIFIC****TOYO KISEN KAISHA****TRANS-CONTINENTAL****WESTERN PACIFIC****DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU... 22,000 tons.

S.S. CHIYO MARU... 22,000 tons.

S.S. SHINYO MARU... 22,000 tons.

AND

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
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baseball, dances and free newspaper containing World's happenings by wireless.**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**The T.K.K. liners connect at San Francisco with the palatial trains of the Western
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WITHOUT CHANGE.

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New lands, cities and scenes—hundred of miles through the gorgeous scenery of the
Sierras—Feather River Canyon and the Royal Gorge of Colorado.Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.**O. LACY GOODRICH,**

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AND KING'S BUILDING, HONGKONG

PENINSULAR & ORIENTAL**STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDONTAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Noon, SATURDAY	Steamer	SATURDAY	FRIDAY
DEVANHA	April 26	MACEDONIA	May 24	May 30
CHINA	May 10	MAIWA	June 7	June 13
DELTA	May 24	MOULTAN	June 22	June 28
ASSAYE	June 7	MOBEA	July 6	July 12
ARCADIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MALJOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £43.10, £72.12.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due	Due
HONGKONG	ABOUT	MARSEILLES	LONDON
ABOUT	ABOUT	ABOUT	ABOUT
NOE	April 30	June 3	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	July 2	July 11
SUMATRA	June 11	July 16	July 25
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	August 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NAMUR	August 20	Sept. 25	Oct. 4

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd £28.10, £57.4.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT.

[58]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

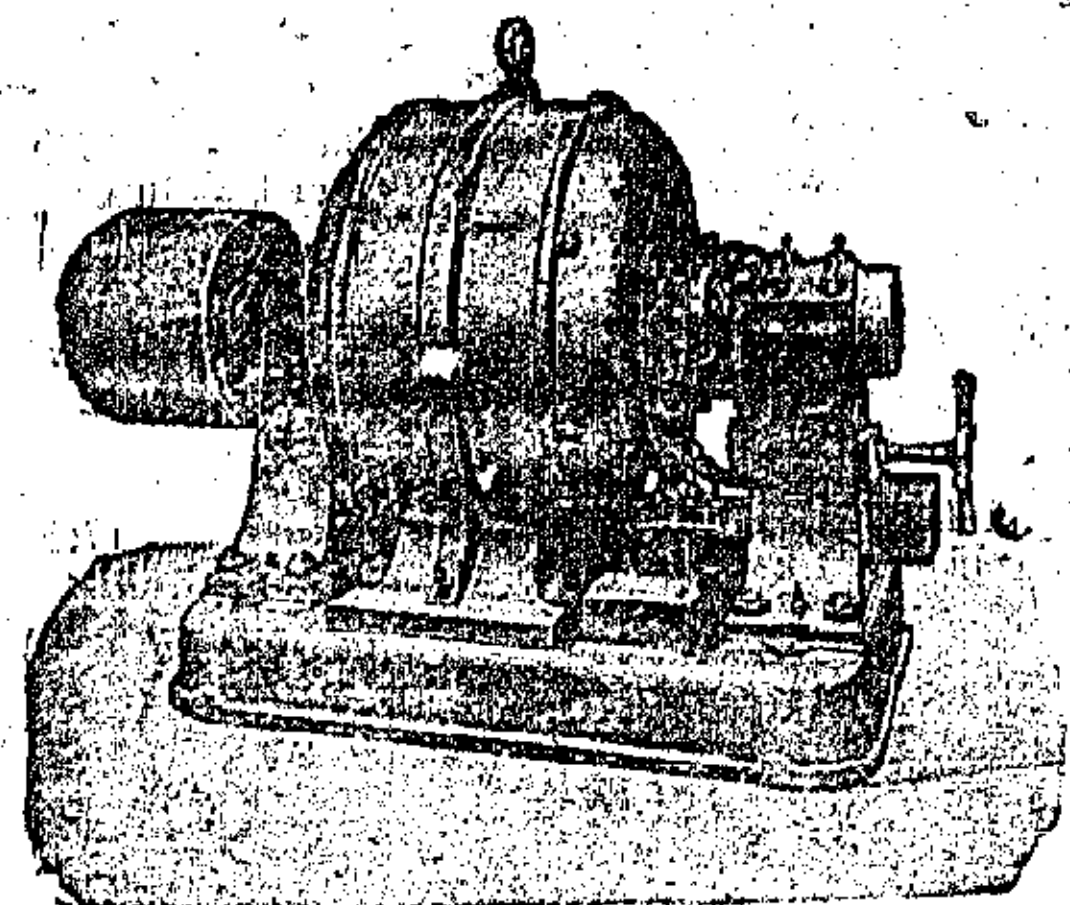
DESTINATIONS	STEAMERS	TONS	SAILING DATES
AND DISPLACEMENT			
MARSEILLES, LONDON and	HIRANO MARU	16,000	WED'DAY, 7th
ANTWERP, VIA SINGA-	Capt. H. Fraser		May, at Daylight
PORE, PENANG, COLOMBO,	TANGO MARU	13,500	WED'DAY, 21st
SUEZ and PORT SAID ...	Capt. K. Kawa		May, at Daylight
VICTORIA, B.C., and	SANUKI MARU	12,500	SATURDAY, 17th
SEATTLE via SHANGHAI,	Capt. Richards		May, from Kobe
MOJI, KOBE, YOKKAICHI,	SHIDZUOKA MARU	12,500	TUESDAY, 20th
and YOKOHAMA ...	Capt. Iizawa		May, at Noon
SYDNEY and MELBOURNE,	INABA MARU	12,500	WED'DAY, 7th
VIA MANILA, THURSDAY	Capt. Tomimaga		May, at Noon
ISLAND, TOWNSVILLE	NIKKO MARU	9,600	WED'DAY, 4th
and BRISBANE ...	Capt. Yagi		June, at Noon
CALCUTTA via SINGAPORE	TOSA MARU	12,000	SATURDAY, 3rd
PENANG & RANGOON ...	Capt. T. Sato		May
BOMBAY via SINGAPORE,	KAWACHI MARU	12,500	MONDAY, 28th
and COLOMBO ...	Capt. Christensen		April
KOBE and YOKOHAMA ...	KAMO MARU	16,000	THURSDAY, 24th
	Capt. Sommer		April, at 11 a.m.
MOJI, KOBE & YOKOHAMA	KIRIN MARU	6,000	MONDAY, 28th
	Capt. M. Deguchi		April
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,600	WED'DAY, 7th
	Capt. M. Winkler		May, at Noon
SHANGHAI, MOJI and	SHINYO MARU	12,500	TUESDAY, 29th
KOBE ...	Capt. Ohkuma		April

* Fitted with New System of Wireless Telegraphy.

† Cargo only

1913 PASSENGER SEASON 1913**FOR EUROPE.**

HUGO C. A. FROMM.

ELEKTIZITATS
ACTIENGESellschaft

Titan

BERGERHOF
RHL.ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

Hongkong, 21st April, 1913.

[44-6]

JOS. PANNES & CO.,

KREFELD.

MERCERISED COTTON-YARN,
ARTIFICIAL SILK.

Hongkong, 21st April, 1913.

[44-10]

SILK RIBBONS

AND

COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!

PET. WILH. KROMMES,
ELBERFELD.

Hongkong, 21st April, 1913.

[44-11]

NOTICE POST OFFICE

The Devonian is expected to arrive here to-morrow, with the London Mails (via Siberia) on Wednesday, the 2nd, Friday, the 4th and Saturday, the 5th inst.

FOR	DATE
SHANGHAI AND NORTH CHINA... (EUROPE via SIBERIA)	Thursday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	Thursday, 24th, 9.00 A.M.
Hohow, Hainan and Pakhoi	Thursday, 24th, 9.00 A.M.
Japan via Kobe	Thursday, 24th, 10.00 A.M.
Saigon	Thursday, 24th, 10.00 A.M.
Swatow and Shanghai	Thursday, 24th, 11.00 A.M.
Japan via Nagasaki	Thursday, 24th, 11.00 A.M.
Swatow, Weihaiwei and Tientsin	Thursday, 24th, 11.00 A.M.
Swatow, India via Calcutta	Thursday, 24th, 1.00 P.M.
Macao	Thursday, 24th, 1.15 P.M.
Saigon	Thursday, 24th, 2.00 P.M.
Shanghai and North China	Thursday, 24th, 3.00 P.M.

Hohow, Hainan, Pakhoi and Saigon	Singon	Friday, 25th, 8.00 A.M.
Swatow, Amoy and Foochow	Haidan	Friday, 25th, 10.00 A.M.
Japan via Kobe	Kirin Maru	Friday, 25th, 11.00 A.M.
Saigon	Sui Tai	Friday, 25th, 1.15 P.M.
Swatow and Shanghai	Typhoon	Friday, 25th, 3.00 P.M.
Japan via Nagasaki	Namsang	Saturday, 26th, 10.00 A.M.
Swatow, India via Calcutta	Typhoon	Saturday, 26th, 10.00 A.M.

Swatow, Amoy and Foochow	Singon	Friday, 25th, 8.00 A.M.
Japan via Kobe	Haidan	Friday, 25th, 10.00 A.M.
Saigon	Kirin Maru	Friday, 25th, 11.00 A.M.
Swatow and Shanghai	Sui Tai	Friday, 25th, 1.15 P.M.
Japan via Nagasaki	Typhoon	Friday, 25th, 3.00 P.M.
Swatow, India via Calcutta	Namsang	Saturday, 26th, 10.00 A.M.
Macao	Typhoon	Saturday, 26th, 10.00 A.M.

Philippine Islands, Straits, Borneo, Ceylon, India, Aden, Egypt, and Europe via NAPLES	Loongsang	Saturday, 26th, 1.00 P.M.
Swatow, Amoy and Foochow	Sui Tai	Saturday, 26th, 1.15 P.M.
Philippine Islands	Zafiro	Saturday, 26th, 3.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of Japan	Saturday, 26th, 1.00 P.M.
Swatow, Amoy, and Formosa via Tamsui	Lianan	Saturday, 26th, 1.15 P.M.
Swatow	Hainan	Saturday, 26th, 3.00 P.M.
Macao	Sui Tai	Saturday, 26th, 3.00 P.M.

PHILIPPINE ISLANDS, STRAITS, BORNEO, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES	Luoow	Saturday, 26th, 1.00 P.M.
Swatow, Amoy and Foochow	Hainan	Saturday, 26th, 1.15 P.M.
Philippine Islands	Sui Tai	Saturday, 26th, 3.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Shinyo Maru	Saturday, 26th, 1.00 P.M.
Swatow, Amoy and Foochow	Lianan	Saturday, 26th, 1.15 P.M.
Philippine Islands	Hainan	Saturday, 26th, 3.00 P.M.

Macao	Sui Tai	Saturday, 26th, 1.00 P.M.
Philippine Islands	Chinhua	Saturday, 26th, 1.15 P.M.
Swatow, Amoy and Foochow	Eastern	Saturday, 26th, 3.00 P.M.

Swatow and Tientsin	Hainan	Saturday, 26th, 1.00 P.M.
Swatow, Amoy and Foochow	Hainan	Saturday, 26th, 1.15 P.M.
Philippine Islands	Sui Tai	Saturday, 26th, 3.00 P.M.

Saigon, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES (Late Letters 11 to Noon Extra postage 10 cents)	Amazon	Saturday, 26th, 1.00 P.M.
Swatow, Amoy and Foochow	Hainan	Saturday, 26th, 1.15 P.M.
Philippine Islands	Sui Tai	Saturday, 26th, 3.00 P.M.

Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiwan	Saturday, 26th, 1.00 P.M.
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COMMERCIAL.

CLOSING QUOTATIONS, April 23rd.

ON LONDON	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary Bills, at 4 months' sight	111 1/2
ON PARIS	252 1/2
Bank Bills, on demand	252 1/2
Credit, at 4 months' sight	252 1/2
ON NEW YORK	204 1/2
Bank Bills, on demand	204 1/2
Credit, at 60 days' sight	204 1/2
ON BOMBAY	148 1/2
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA	148 1/2
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI	73 1/2
Bank, at sight	73 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA	98
On demand	98
ON MANILA	85 1/2
On demand	85 1/2
ON SINGAPORE	120 1/2
On demand	120 1/2
ON HONGKONG	120 1/2
On demand	120 1/2
ON SAIGON	120 1/2
On demand	120 1/2
ON HANKOW	120 1/2
On demand	120 1/2
ON TIENTSIN	120 1/2
On demand	120 1/2
ON PEKING	120 1/2
On demand	120 1/2
ON TAIPEI	120 1/2
On demand	120 1/2
ON CANTON	120 1/2
On demand	120 1/2
ON SHANGHAI	120 1/2
On demand	120 1/2
ON HONGKONG	120 1/2
On demand	120 1/2
ON SAIGON	120 1/2
On demand	120 1/2
ON HANKOW	120 1/2
On demand	120 1/2
ON TIENTSIN	120 1/2
On demand	120 1/2
ON PEKING	120 1/2
On demand	120 1/2
ON TAIPEI	120 1/2
On demand	120 1/2
ON CANTON	120 1/2
On demand	120 1/2

Chinese	20 cents piece	7.38 discount
Chinese	10	7.68
Hongkong	20	8.50
Hongkong	10	8.57

MAILS VIA SIBERIA.	
London	Due
Shanghai	April 2nd
April 3rd	April 19th
	April 21st

SHARE LIST—QUOTATIONS.

HONGKONG, 23RD APRIL, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation...	120,000	\$120	all	105, sellers	5 p.c.
China Bank Corporation, Limited...	60,000	\$120	all	105, buyers	10 p.c.
China Light and Power Company, Ltd...	50,000	\$100	all	105, sellers	
China Provident Loan & Mortgage Co., Ltd	200,000	\$100	all	105	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 143	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$125	all	105	6 p.c.
Dairy Farm Company, Limited...	40,000	\$100	all	105	
DOCKS AND WHARVES.—					
Hongkong & Shanghai Wharf & G. Co., Ltd.	60,000	\$60	all	105, buyers	6 p.c.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	105, sales	5 p.c.
New Amoy Dock Co., Limited...	50,000	Tls. 100	all	Tls. 102	7 p.c.
Shanghai Dock & Engineering Co., Ltd.	50,000	Tls. 100	all	Tls. 110, sales	
Shanghai and Hongkong Wharf Co., Ltd.	400,000	\$100	all	105, buyers	5 1/2 p.c.
Green Island Cement Co., Limited...	60,000	\$60	all	105, sales	
Hongkong Electric Co., Limited...	12,000	\$120	all	105, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited...	8,000	\$80	all	105, buyers	5 1/2 p.c.
MANUFACTURING.—					
Manila Metropolitan Hotel Limited...	15,000	\$150	all	105	
Hongkong Ice Company, Limited...	5,000	\$50	all	105, buyers	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$120	all	105, buyers	10 p.c.
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$150	all	105, buyers	
Hongkong Steel Foundry Co., Ltd.	325,000	\$100	all	105	
Hongkong Tramway Co., Ltd.					
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$100	all	105, sales	7 p.c.
China Fire Insurance Co., Limited	20,000	\$200	all	105, buyers	6 p.c.
Commercial Union Assurance Co., Ltd.	8,000	\$80	all	105	7 p.c.
North China Insurance Co., Limited	10,000	\$100	all	105	
Union Assurance Society, Limited...	12,000	\$120	all	105	6 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$120	all	105	
LANE AND BUILDINGS.—					
Shanghai Land Investment Agency Co., Ltd.	50,000	\$100	all	105, sales	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$250	all	105, buyers	6 p.c.
Humphreys' Estate and Finance Co., Ltd.	10,000	\$100	all	105, buyers	8 p.c.
Kowloon Land and Building Co., Ltd.	10,000	Tls. 20	all	Tls. 92	
Shanghai Land Investment Co., Ltd.	12,500	\$125	all	105, buyers	7 1/2 p.c.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 60	
MATERIES.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$100	all	105	
Heavoced Tin and Rubber Estate, Ltd.	20,000	\$200	all	105, buyers	
Ruby Australian Gold Mining Co., Ltd.	160,000	\$160	all	105	
Tromp Mines, Limited...	20,000	\$200	all	105	7 p.c.
Peak Tramways Co., Limited...	50,000	\$500	all	105	
Philippine Co., Limited...	75,000	\$750	all	105	
Pulpes et Papeteries de Tonkin Societe des	13,200	\$132	all	105, sellers	
RUBBER.—					
China Rubber Refining Co., Limited...	20,000	\$100	all	105, buyers	5 p.c.
Luzon Rubber Refining Co., Limited...	7,000	\$100	all	105	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$300	all	105, buyers	4 1/2 p.c.
Douglas Steamship Co., Limited...	20,000	\$200	all	105, buyers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	10,000	\$100	all	105	
Indo-China Steam Navigation Co., Ltd.	60,000	\$600	all	105, buyers	
Shell Transport & Trading Co., Ltd.	60,000	\$600	all	105	
Star Ferry Company, Limited...	30,000	\$300	all	105, buyers	4 1/2 p.c.
South China Morning Post, Limited	20,000	\$200	all	105	
Steam Laundry Company, Limited	20,000	\$200	all	105	
SCOTCH AND DISTILLERS.—					
Campbell, Messrs & Co., Limited	120,000	\$120	all	105	
Gordon & Co., Ltd.	50,000	\$500	all	105, buyers	4 1/2 p.c.
Gordon, Wm., Limited...	15,000	\$150	all	105	
Watkins, Limited...	10,000	\$100	all	105	
Watson & Co., A. S. Limited...	90,000	\$900	all	105, buyers	
Weismann, Limited...	3,000	\$300	all	105, buyers	8 p.c.
United Asbestos Oriental Agency, Ltd.	100,000	\$1000	all	105	
Union Waterworks Co., Limited	50,000	\$500	all	105, buyers	7 1/2 p.c.

Para Rubber in London	...	...	...	...	...	3.5 per lb.
Loans.	Amount.	Value.	Interest.	Quotation.		
Chinese Imperial 1885	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.		

VERNON & SYMTH, Share Brokers.

HONGKONG TIDE TABLE.

From 24th to 30th April, 1913.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong. Mean Time.	Height.	Days of Week.	Days of Month.	H'kong. Mean Time.	Height.
Thurs.	24	h. m.	ft. in.	Thurs.	24	h. m.	ft. in.
		0 09	4 6			4 29	3 4
		10 37	7 2			6 30	1 1
Fri.	25	m. 1 48	4 1	Fri.	25	m. 4 49	3 7
		m. 11 6	7 1			7 16	1 4
Satur.	26	No infer.	high	Satur.	26	No infer.	high
		m. 11 38	6 8			8 31	1 7
Sun.	27	No infer.	high	Sun.	27	No infer.	high
		m. 0 22	6 4			9 56	1 8
Mon.	28	No infer.	high	Mon.	28	No infer.	high
		m. 6 0	11 3			11 3	1 9
Tues.	29	No infer.	high	Tues.	29	No infer.	high
		m. 4 6	5 9			11 50	1 9
Wed.	30	m. 8 15	4 5	Wed.	30	m. 11 36	4 5

THE CIGARETTES OF DISTINCTION.

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.



The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one or other of the brands known as

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRERES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices

A Luxury
to the Man of Taste

Sole Agents: British American Tobacco Co., Ltd., Hong Kong

MILKMAID
EVAPORATED
CREAM.

FOR:

TEA,
COFFEE,
COCOA,
PRESERVED FRUIT,
ICE CREAM.

TRY IT WITH SODA OR TANSAN.

ON SALE AT ALL STORES.

[34-2]



THE TOP NOTCH OF SCOTCH.

THE DISTILLERS COMPANY, LIMITED.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

WINE MERCHANTS,
6, QUEEN'S ROAD CENTRAL,
HONGKONG.

Telephone No. 135.

[42-1]

TODAY

9.15 P.M.—Bijon Theatre.

FORTHCOMING EVENTS.

Saturday, 26th April:—
Noon—Green Island Cement Co., Ltd., Meeting of Shareholders.Monday, 28th April:—
3 P.M.—Auction of Crown Land at Tai Ping Shan, by Public Works Dept.Saturday, 3rd May:—
Noon—Hongkong Electric Co., Ltd., Meeting of Shareholders.

香港中外新報

CHUNG NGOI SAN PO
(Chinese Daily Press)

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS. Circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translation free can be obtained at the